



Tom Tindall
Director

COUNTY OF LOS ANGELES
Internal Services Department

1100 North Eastern Avenue
Los Angeles, California 90063



Telephone: (323) 267-2101
FAX: (323) 264-7135

To enrich lives through effective and caring service.

February 19, 2009

To: Each Supervisor

From: Tom Tindall *Tom Tindall*
Director

Subject: **ENERGY & ENVIRONMENTAL POLICY TEAM STATUS REPORT**

This memo provides a status report on the accomplishments and activities of the Energy and Environmental Policy Team (Team) created by your Board on January 16, 2007. Our last status report was issued in August 2008.

TEAM ORGANIZATION

The Team is led by the ISD and includes representatives from the Chief Executive Office, County Counsel, Department of Public Works, Department of Parks and Recreation, Sheriff's Department, Public Library, Department of Health Services, Department of Public Health, Department of Community and Senior Services, Community Development Commission, Southern California Edison, Southern California Gas Company, and the Los Angeles Department of Water & Power.

The Team meets bi-monthly. Working committees have been established within each program area listed below and meet as necessary to accomplish the goals of the Countywide Energy and Environmental Policy (Policy).

- Energy and Water Efficiency Program
- Green Building Operations Program
- Environmental Stewardship Program
- Public Education & Outreach Program

Under the Policy, the Team develops energy and environmental programs for implementation in County facilities and operations. The Team also supports other departments on investigations and programs initiated by the Board, including those that impact constituents County-wide or in County unincorporated areas.

RECENT ACCOMPLISHMENTS

The following is a summary of significant activities and accomplishments during the last six months.

- The Team is utilizing the County's Energy & Environmental Efforts intranet website to provide updates on the numerous County activities that support national, State, local and the County's own policies on energy and the environment. That site is: <http://green.lacounty.gov>. This status report will briefly describe current activities and updates and will reference this website for further details.
- ISD is working to make the green website a public internet site. The website describes all of the programs now underway; provides regular information updates; and introduces new efforts. The website also includes a "digital dashboard" which displays progress towards the County energy efficiency program goals and environmental program goals (especially in the area of recycling in County facilities). The target date for making the website public is March 1, 2009.
- The Team continues to monitor the Statewide regulatory activities underway to implement AB 32, California's Global Warming Solutions Act. Regulatory programs are being developed at the California Air Resources Board (CARB), the California Energy Commission, the California Public Utilities Commission (CPUC), and other State agencies. CARB has adopted a voluntary greenhouse gas reporting protocol for local government internal operations. CARB has also produced the AB 32 Scoping Plan to outline how the State expects to meet its greenhouse gas reduction targets. The County provided comments to CARB during the drafting of this initial Scoping Plan. These documents, and the County's comments submitted to CARB, can be found at the green website. A further description of the status of AB 32, and other key regulatory programs described below, are included on the Attachment.
- Additional key greenhouse gas legislation has been passed which will impact County operations, County programs, and the County's regional planning efforts. SB 375, signed into law this year, will integrate State greenhouse gas reduction goals and regulations into cities' and counties' regional planning efforts to reduce greenhouse gas production by vehicle travel. SB 97 seeks to incorporate greenhouse gas mitigation guidelines into the California Environmental Quality Act (CEQA) review of large projects. A description of these laws and the status of implementing them are included in the legislative update, attached. In addition, the green website contains updates describing these bills and their regulatory status.
- In October 2009, a Renewable Energy Policy Committee was established to begin **assessment and development of renewable energy programs for the County**. This includes supporting the State's goals for renewable energy; developing renewable projects on County-owned land and in new and existing County buildings; developing renewable energy programs for constituents; and investigating

collaborations with others on renewable energy projects. On February 3, 2009, on motion of the 4th District, as amended by the 2nd and 3rd Districts, the Board asked for specific input on the development of a County Renewable Energy Policy. The status of this Committee's efforts will be documented in the response to those motions, and on the green website.

- As indicated in the last status report, ISD and the CIO are nearing completion of a Solar Map, which will provide any building owner in the County with information about solar power installations. The Solar Map utilizes the data from the CIO's latest aerial imagery mapping project and solar power software to provide preliminary savings information from a solar power project. The Solar Map will also include information about project costs, installation details, and where to get more information on pursuing a solar installation. The Solar Map calculations have been completed and the final website is being finalized for a planned public roll-out of the website on Earth Day, April 22, 2009. This work will be integrated with programs developed by the Renewable Energy Policy Committee described above.
- Public Works and ISD are jointly applying for a Quality and Productivity Commission Investment Fund grant and loan to certify our headquarters buildings under the Leadership in Energy and Environmental Design (LEED) Existing Building (EB) guidelines. The pilot project requests \$200,000 in grants and \$250,000 in loans, combined with department matching funds, to complete LEED certification. The request also includes a \$75,000 grant request to initiate a LEED EB training program for other department personnel. This effort continues earlier work to develop best practices program for existing County buildings.
- The Team continues to support a variety of County programs that are led by other organizations. These include:
 - Development of programs to limit or ban the use of polystyrene food containers and plastic bags (led by the CEO and DPW),
 - Implementation of an ordinance to phase-in green building certification requirements for private development in unincorporated County (led by Regional Planning and Public Works),
 - Implementation of the County Capital Project Program to certify new County buildings (>10,000 square feet) at the United States Green Building Council's LEED Silver level,
 - Tracking available local government funding for energy efficiency and climate change programs under the 2007 Federal Energy Bill and under the Federal Stimulus Package.

Each Supervisor
February 19, 2009
Page 4

- Creation of a Countywide Green Leadership Award to recognize individual and organizational achievements in environmental stewardship. The program is led by the Productivity and Quality Commission with assistance from the Energy & Environmental Policy Team. A description of this program can be found on the green website.

Further details on the Team activities described above are included as attachments and may be found at <http://green.lacounty.gov>. If you have any questions, please contact me at (323) 267-2101 or Howard Choy at (323) 881-3939.

TT:HC:z

Attachment

c: William T Fujioka, CEO
Ellen Sandt, DCEO
Department Heads

ATTACHMENT

Summary of Key California Climate Change Legislation

The status of implementing three major greenhouse gas bills is described below. AB 32 has been summarized and updated to your Board since August of 2007. This summary primarily provides an overview of the status of the AB 32 Scoping Plan. SB 375 incorporates greenhouse gas reductions from vehicle miles travelled into land use regulation and planning. SB 97 incorporates greenhouse gas mitigation guidelines into the California Environmental Quality Act (CEQA) review provisions for the identification and mitigation of significant environmental impacts of projects. Various regulatory proceedings, workshops and seminars will be taking place throughout the State over the next two years as regulations are developed and implemented.

AB 32

In December of 2008, the California Air Resources Board (CARB) approved the AB 32 Scoping Plan. Development and approval of the Scoping Plan is a central requirement of AB 32, which requires California to reduce its greenhouse gas emissions to 1990 levels by 2020.

The Scoping Plan is built on the principle that a balanced mix of strategies is the best way to cut emissions by approximately 30 percent, and grow the economy in a clean and sustainable direction. A listing of the Scoping Plan strategies and the timeline for developing detailed regulations is at the end of this attachment.

An important component of the plan is a cap-and-trade program covering 85 percent of the state's emissions. This program will be developed in conjunction with the Western Climate Initiative, comprised of seven states and four Canadian provinces that have committed to cap their emissions and create a regional carbon market. Under a carbon market, emissions will be capped for regulated sectors and entities. In order to meet emissions targets regulated entities can reduce their own emissions or purchase emissions offsets from the market regulator or other regulated entities.

Additional key recommendations of the plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards; increases in the amount of clean and renewable energy used to power the state; and implementation of a low-carbon fuel standard that will make the fuels used in the state cleaner.

The plan proposes full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures and a range of regulations to reduce emissions from trucks and from ships docked in California ports. There are also measures designed to safely reduce or recover a range of very potent

ATTACHMENT

greenhouse gases - refrigerants and other industrial gases - that contribute to global warming at a level many times greater than carbon dioxide contributes.

The plan recommends targeted fees to fund the state's long-term commitment to AB 32 administration. CARB has begun developing detailed strategies to implement all of the recommended measures that must be in place by 2012.

California is the first state in the nation to formally approve a comprehensive greenhouse gas reduction plan that is required under statute and that involves every sector of the economy.

The plan is the product of an 18-month-long public process with scores of workshops and public meetings and hundreds of people testifying in person before the board. The County submitted comments on the Draft Scoping Plan; they are available at <http://green.lacounty.gov> as is the final Scoping Plan.

In addition, CARB has prepared a protocol to be used (voluntarily for now) by local governments for recording greenhouse gas production due to internal operations. The draft protocol and comments submitted by the County can be found at the green website.

SB 375

While AB32 focuses on energy, specific industries, and vehicle emissions, another piece of legislation, SB 375, was signed into law to address emissions from vehicle miles traveled. This is another landmark, greenhouse gas reduction legislation and will impact future development throughout the State. The focus of SB 375 is the reduction in greenhouse gases through the reduction of vehicle miles traveled by passenger vehicles through land use regulation and improved transportation opportunities. This reduction is to be accomplished primarily in four ways:

- Connecting regional planning to the existing regional transportation planning process
- Coordinating the regional housing needs process with regional transportation planning
- Providing incentives for local governments to implement the regional plans through funding opportunities
- Providing incentives for builders to comply with regional plans and consistent local plans in the form of streamlined California Environmental Quality Act (CEQA) processing

ATTACHMENT

One of the goals is to encourage local and regional planning agencies to develop "regional blueprints" to guide land use allocations. Land use planning in California has historically reflected a struggle between local jurisdictions (cities and counties), regional planning agencies (such as the Southern California Association of Governments (SCAG), State agencies with regional regulatory powers that affect local land use (like air quality management districts or Regional Water Quality Control Boards), and the State and federal governments themselves. By focusing on regional planning, SB 375 attempts to incentivize local governments to make land use decisions consistent with the plans developed by regional planning agencies.

SB 375 Process

The basic concept behind SB 375 is to coordinate two existing regional planning functions, the Regional Housing Needs Assessment (Housing Needs Assessment) and the Regional Transportation Plan, which are already the responsibility of Metropolitan Planning Organizations, and to add a new land use function designed to achieve GHG reduction targets. In Southern California the two Metropolitan Planning Organizations are SCAG and the San Diego Association of Governments (SANDAG). The process is as follows:

- The California Air Resources Board (CARB) will establish regional emission reduction targets for each region defined as a Metropolitan Planning Area by no later than September 30, 2010.
- Each Metropolitan Planning Organization must then develop a Sustainable Communities Strategy (SCS) to achieve these targets within its region, if feasible to do so. The SCS must identify areas sufficient to house regional population and projected growth, a regional transportation network, and a forecasted development pattern, which, when integrated with the transportation network, will achieve the greenhouse gas reduction targets.
- The SCS will be a part of the Regional Transportation Plan that is to be developed by each transportation planning agency. In general, these plans will be required to be completed in 2012. The Regional Transportation Plan is the key document for the allocation of federal transportation dollars to states and regions within states.
- If the SCS fails to achieve the targets, an Alternative Planning Strategy (APS) must be developed by the Metropolitan Planning Organization. The APS must achieve the targeted reductions. The APS, however, does not become part of the Regional Transportation Plan, which means that it serves as a mostly advisory document and will not affect transportation funding.

ATTACHMENT

- CARB then reviews the SCS and APS, if any. CARB can only approve or reject the Metropolitan Planning Organization's determination that the plan will achieve the regional targets. If CARB determines that a plan will not achieve the reduction targets, the Metropolitan Planning Organization shall revise its strategy or adopt an APS, if one has not already been adopted, and submit them to CARB for further review. The Metropolitan Planning Organization must obtain CARB acceptance that either the SCS or APS will achieve the regional targets.

Cities and counties are not required to incorporate the SCS or APS into local general plans, but a failure to do so will affect the availability of federal and State transportation dollars for nonconforming local agencies.

SB 375 Housing Element Law

SB 375 resolves past inconsistencies between regional transportation planning and regional housing plans by requiring that the regional housing needs assessments be considered in the development of the Regional Transportation Plan and that the Housing Needs Assessments be consistent with the Regional Transportation Plan development patterns. SB 375 attempts to adjust the time frames for the adoption of Housing Needs Assessments and Regional Transportation Plans so as to permit this coordination to occur. SB 375 also includes certain anti-NIMBY provisions limiting the ability of a local agency to turn down or render infeasible certain affordable housing projects. Finally, SB 375 mandates that cities and counties rezone properties to match their Housing Needs Assessment allocations within three years of the adoption of their updated housing element. A failure to rezone results in an automatic determination that the housing element is out of compliance.

SB 375 CEQA Streamlining Process

There are two types of CEQA streamlining processes available. Both require the adoption of an SCS or APS, which means that the streamlining will not be available until around 2012. The two types of streamlining are as follows:

- Residential and Mixed-Use Projects. For residential or mixed-use projects where at least 75% of total building square footage consists of residential use that are consistent with a CARB-approved SCS or APS, the CEQA documentation is not required to reference, describe or discuss growth-inducing impacts or project-specific or cumulative impacts on global climate change resulting from passenger vehicles.
- Transit Priority Projects. Transit Priority Projects are defined as projects that (i) consist of at least 50% residential use based on total building square footage (if the project includes between 26% and 50% nonresidential uses the project must have a floor area ratio (FAR) of not

ATTACHMENT

less than .75), (ii) provide a minimum net density of 20 units per acre, and (iii) are located within a half mile of a major transit stop or high-quality transit corridor included in a Regional Transportation Plan. A Transit Priority Project may qualify for one of these three CEQA "streamlines."

Transit Priority Projects which meet detailed specified criteria similar to those currently available for infill projects, not the least of which is that the project must be less than 8 acres and 200 units, are exempt from CEQA altogether.

Projects which do not qualify for a complete exemption but which have incorporated all feasible mitigation measures, performance standards, or criteria set forth in prior applicable environmental impact reports (EIRs) may qualify for a "sustainable communities environmental assessment" (SCEA) or a streamlined EIR. A SCEA is similar to a negative declaration with some key differences, including a requirement that the project include all feasible mitigation measures from previous environmental documents addressing the project and where cumulative impacts have been mitigated.

Projects which do not qualify for a SCEA may utilize a streamlined EIR, which is essentially a focused EIR that is not required to analyze off-site alternatives.

Where a Transit Priority Project has to undergo some CEQA review, SB 375 imposes limits on traffic mitigation measures that can be imposed on Transit Priority Projects by the local jurisdiction.

The implementation of SB 375 will be a challenge to all affected parties. This is particularly true of the building industry. Regional building organizations will have to take a far more active role in the regional planning process if industry concerns are to be considered. Project proponents may not be around when key planning decisions are made at the regional level, and therefore development advocates may find themselves working much earlier in the process before much different agencies (such as SCAG or the OCCOG) to advocate for where housing should be located and transportation facilities built. If the funding incentive works, local agencies will have to adhere to these regional plans and their ability to respond to specific project proposals will be significantly limited. This planning structure also has significant cost implications and raises key questions. How will needed infrastructure in infill areas be funded? How will affordable housing be financed? What will the impact of the regional planning paradigm be on land costs? What will be the cost implications of high-density development? Will the current economic situation compel the Legislature to backpedal on some or all of these strategies?

SB 97

Pursuant to SB 97 (Chapter 185, Statutes of 2007), the Governor's Office of Planning and Research (OPR) has released preliminary draft amendments to the

ATTACHMENT

CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 *et seq.*) concerning the analysis of greenhouse gas emissions. CEQA requires lead agencies to identify and mitigate a project's significant environmental effects where feasible.

SB 97 requires OPR to develop and transmit CEQA Guidelines concerning the mitigation of greenhouse gas emissions to the Resources Agency by July 1, 2009. In turn, the Resources Agency must consider, certify, and adopt such CEQA Guidelines by January 1, 2010.

In the announcement concerning the preliminary draft amendments, OPR notes that "the most difficult part of any greenhouse gas emissions analysis will inevitably be the determination of significance." The preliminary draft Guidelines do not identify a threshold of significance for greenhouse gas emissions, nor do they prescribe assessment methodologies or specific mitigation measures because CEQA reserves these considerations for lead agencies. OPR has, however, asked California Air Resources Board (CARB) technical staff to recommend methods to lead agencies for setting thresholds of significance.

Perhaps most significantly for the County, the preliminary draft Guidelines endorse programmatic mitigation plans, which would allow the County to impose uniform mitigation requirements across a variety of project sectors in support of the County's specific greenhouse gas reduction goals. This mitigation at a regional level, however, concerns environmental groups including the Sierra Club and the Natural Resources Defense Council. These groups instead endorse a hierarchical approach to mitigation, with project-level onsite mitigation being the preferred option.

Scoping Plan Measures Implementation Timeline
January 29, 2009

Row #	Scoping Plan Measure	Measure #	Page #	Responsible Agency (ies) (Lead in bold)	Projected Date Measure to be Adopted by Lead Agency	Implementation Date	Million Tons of GHG Reductions by 2020	Type of Action (Regulation, Voluntary etc.)
1	Pavley (AB 1493)	T-1	C-57	ARB	Sep-04	2009-2016	27.7	Regulation
2	Ship Electrification at Ports (Discrete Early Action)	T-5	C-66	ARB	Dec-07	2010	0.2	Regulation
3	Port Drayage Trucks	T-6	C-68	ARB	Dec-07	Beginning 2010	3.5*	Regulation
4	Limit High GWP Use in Consumer Products (Discrete Early Action): Pressurized Gas Duster GWP Limit of 150	H-4	C-179	ARB	Jun-08	2010	0.23	Regulation
5	Heavy-Duty Vehicle GHG Emission Reduction (Aerodynamic Efficiency) (Discrete Early Action)	T-7	C-73	ARB	Dec-08	Phased-In Schedule for large fleets: Beginning 2010; Final compliance 2013	0.93	Regulation
6	Motor Vehicle Air Conditioning Systems: Reduction of Refrigerant Emissions from Non-Professional Servicing (Discrete Early Action)	H-1	C-175	ARB	Jan-09	2010	0.26	Regulation
7	SF ₆ Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	H-2	C-176	ARB	Feb-09	2010	0.1	Regulation
8	Reduction of Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)	H-3	C-177	ARB	Feb-09	2012	0.18	Regulation
9	Tire Pressure Program	T-4	C-63	ARB	Mar-09	2010	0.55	Regulation
10	Low Carbon Fuel Standard (Discrete Early Action)	T-2	C-64	ARB	Apr-09	2010	15	Regulation
11	Landfill Methane Control Measure (Discrete Early Action)	RW-1	C-160	ARB	Apr-09	2012	1	Regulation
12	Water Use Efficiency	W-1	C-132	DWR, SWRCB, CEC, CPUC, ARB	Spring 2009	2020	1.4**	Regulation
13	Solar Reflective Auto Paints and Window Glazing	T-4	C-63	ARB	May-09	2012	0.89	Regulation
14	Stationary Equipment Refrigerant Management Program- Refrigerant Tracking/Reporting/Repair/Deposit Program	H-6	C-182	ARB	May-09	2010	11	Regulation
15	Energy Efficiency and Co-Benefits Audits for Large Stationary Sources	I-1	C-150	ARB	Oct-09	2010	TBD	Regulation
16	Sulfur Hexafluoride (SF ₆) Emission Reductions from the Electricity Sector and Particle AcceleratorsSF ₆	H-6	C-186	ARB	Dec-09	2012	0.1	Regulation
17	Mitigation Fee on High GWP Gases	H-7	C-189	ARB	Dec-09	2010	5	Regulation

*All of the T-6 measures together add up to 3.5 MMTCO₂e

**Not counted toward the 2020 total of 174 MMTCO₂e

Scoping Plan Measures Implementation Timeline
January 29, 2009

Row #	Scoping Plan Measure	Measure #	Page #	Responsible Agency (ies) (Lead in bold)	Projected Date Measure to be Adopted by Lead Agency	Implementation Date	Million Tons of GHG Reductions by 2020	Type of Action (Regulation, Voluntary etc.)
18	Tire Tread Program	T-4	C-63	CEC	2009	2010	0.3	Regulation
19	Oil and Gas Extraction GHG Emission Reduction	I-2	C-153	ARB	2009	2015	0.2	Regulation
20	Transport Refrigeration Units Cold Storage Prohibition and Energy Efficiency	T-6	C-69	ARB	March-10	TBD	3.5*	Regulation (cold storage) and Guidelines (energy efficiency)
21	Foam Recovery and Destruction Program	H-6	C-185	ARB	Jul-10	2010	0.3	Regulation
22	Cap-and-Trade		C-11	ARB	Nov-10	2012	34.4	Regulation
23	Pavley II	T-1	C-57	ARB	2010	2017	4.1	Regulation
24	High GWP Reductions from Mobile Sources Low GWP Refrigerants for New Motor Vehicle Air Conditioning Systems	H-5	C-179	ARB	2010	2015	2.5	Regulation
25	Refinery Flare Recovery System Improvement	I-4	C-155	ARB	2010	2012	0.33	Regulation
26	Removal of Methane Exemption from Existing Refinery Regulations	I-5	C-156	ARB	2010	2012	0.01	Regulation
27	GHG Leak Reduction from Oil and Gas Transmission	I-3	C-154	ARB	2010	2015	0.9	Regulation
28	Alternative Suppressants in Fire Protection Systems	H-6	C-187	ARB , Cal Fire	Dec-11	2011	0.1	Regulation
29	Stationary Equipment Refrigerant Management Program- Specifications for Commercial and Industrial Refrigeration	H-6	C-183	ARB and CEC	2011 (CEC)	2012	4	Regulation
30	Low Friction Engine Oil	T-4	C-63	ARB	TBD	TBD	2.8	Regulation
31	Medium- and Heavy-Duty Vehicle Hybridization	T-8	C-73	ARB	TBD	TBD	0.5	Regulation
32	Reuse Urban Runoff	W-4	C-134	SWRCB	TBD	2020	0.2**	Regulation
33	Public Goods Charge for Water	W-6	C-136	DWR , ARB, CPUC, SWRCB	TBD	2012	TBD	Regulation
34	Water Recycling	W-2	C-133	SWRCB, DWR	TBD	2030	0.3**	Regulation
35	Feebates (in lieu of Pavley regs)	T-1	C-61	ARB	TBD	TBD	31.7	Regulation (if needed)
36	Refrigerant Recovery from Decommissioned Refrigerated Shipping Containers	H-5	C-181	ARB	2010	2012	0.2	Regulation/ Program
37	Solar Water Heating: AB 1470	CR-2	C-118	CPUC	2010	2020	0.1	Incentive

*All of the T-6 measures together add up to 3.5 MMTCO₂e

**Not counted toward the 2020 total of 174 MMTCO₂e

Scoping Plan Measures Implementation Timeline
January 29, 2009

Row #	Scoping Plan Measure	Measure #	Page #	Responsible Agency (ies) (Lead in bold)	Projected Date Measure to be Adopted by Lead Agency	Implementation Date	Million Tons of GHG Reductions by 2020	Type of Action (Regulation, Voluntary etc.)
38	Million Solar Roofs: 3,000 MW by 2017	E-4	C-120	CPUC, CEC, ARB	Current Program	Through 2016	2.1	Incentive
39	Residential Refrigeration Early Retirement Program	H-6	C-188	ARB	Dec-10	2011	0.1	Incentive Partnership w/ Utilities
40	Commercial Recycling	RW-3	C-161	CIWMB	2010	2020	5**	Mandate
41	High Speed Rail	T-9	C-85	HSRA	NA	2020	1	NA
42	Green Buildings	GB-1	C-142	DGS, ARB, CEC, CPUC, HCD	Ongoing	TBD	26**	NA
43	Enforcement of Federal Ban on Refrigerant Release during Servicing or Dismantling of Motor Vehicle Air Conditioning Systems	H-5	C-182	ARB	2009	2010	0.1	Partnership
44	Air Conditioner Refrigerant Leak Test During Vehicle Smog Check	H-5	C-180	ARB, BAR	2010	2012	0.5	Partnership
45	Renewables Portfolio Standards (33% by 2020 for IOUs & POUs)	E-3	C-126	CPUC, CEC, ARB	2009	2020	21.3	Various
46	Increasing Combined Heat and Power Use by 30,000 GWh	E-2	C-122	CPUC, CEC, ARB	2009	2020	6.7	Various
47	Regional Transportation-Related Greenhouse Gas Targets	T-3	C-74	ARB, Local Governments, Regional Planning Agencies	Sep-10	Set targets by 2010. Local actions have begun already in some areas	5	Various
48	Energy Efficiency Measures (Electricity)	E-1	C-99	CEC, CPUC, ARB	Ongoing	Through 2020	15.2	Various
49	Energy Efficiency (Natural Gas)	CR-1	C-99	CPUC, CEC, ARB	Ongoing	Through 2020	4.3	Various
50	Local Government Assistance	NA	C-49	ARB, CalTrans, CEC, CTC, HCD, OPR	Ongoing	NA	NA	Various
51	Sustainable Forest Target	F-1	C-166	Board of Forestry and Fire Protection	TBD	TBD	5	Various
52	State Government	NA	C-25	Cal/EPA, ARB, DGS	TBD	Ongoing	1-2**	Various
53	N ₂ O collaborative research	NA	67	ARB	Feb-09	NA	NA	Voluntary
54	Local Government Toolkit	NA	27	ARB	Apr-09	Ongoing	NA	Voluntary
55	Business Toolkit	NA	86	ARB	Apr-09	Ongoing	NA	Voluntary
56	Cargo Handling Equipment- Anti-Idling, Hybrid, Electrification	T-6	C-69	ARB	Nov-09	TBD	3.5*	Voluntary

*All of the T-6 measures together add up to 3.5 MMTCO₂e

**Not counted toward the 2020 total of 174 MMTCO₂e

Scoping Plan Measures Implementation Timeline
January 29, 2009

Row #	Scoping Plan Measure	Measure #	Page #	Responsible Agency (ies) (Lead in bold)	Projected Date Measure to be Adopted by Lead Agency	Implementation Date	Million Tons of GHG Reductions by 2020	Type of Action (Regulation, Voluntary etc.)
57	Goods Movement System-Wide Efficiency Improvements	T-6	C-67	ARB	2010	2010-2015	3.5*	Voluntary
58	Methane Capture at Large Dairies	A-1	C-194	ARB	NA	2020	1**	Voluntary
59	Increase Production and Markets for Compost (studies underway for data development)	RW-3	C-161	CIWMB	Ongoing	2020	2**	Voluntary
60	Greening New and Existing State Buildings	GB-1	C-142	DGS	Ongoing	TBD	TBD	Voluntary
61	Greening Public Schools	GB-1	C-143	DGS	Ongoing	TBD	TBD	Voluntary
62	Forest Conservation, Forest Management, Afforestation/Reforestation, Urban Forestry, and Fuels Management	NA	C-167	Cal Fire	Ongoing	2020	Potentially 2**	Voluntary
63	Extended Producer Responsibility	RW-3	C-162	CIWMB	Pending Legislation	2020	TBD**	Voluntary
64	Commercial Harbor Craft	T-6	C-69	ARB	TBD	TBD	3.5*	Voluntary
65	Commercial Harbor Craft-Maintenance and Design Efficiency	T-6	C-69	ARB	TBD	TBD	3.5*	Voluntary
66	Increasing the Efficiency of Landfill Methane Capture	RW-2	C-160	CIWMB	TBD	2020	TBD**	Voluntary
67	Anaerobic Digestion	RW-3	C-162	CIWMB	TBD	2020	2**	Voluntary
68	Environmentally Preferable Purchasing	RW-3	C-162	CIWMB, DGS	TBD	TBD	TBD**	Voluntary
69	Water System Energy Efficiency	W-3	C-133	CEC, CPUC, DWR, SWRCB	TBD	2020	2**	Voluntary
70	Increase Renewable Energy Production (from Water sector)	W-5	C-135	CEC, CPUC	TBD	2020	0.9**	Voluntary
71	Clean Ships	T-6	C-68	ARB	TBD	TBD	3.5*	Voluntary/Regulation
72	Vessel Speed Reduction	T-6	C-68	ARB	TBD	TBD	3.5*	Voluntary/Regulation
73	Greening New Residential and Commercial Construction	GB-1	C-145	CEC, CPUC, Building Standards Commission	Ongoing	TBD	TBD	Voluntary/Incentive
74	Greening Existing Homes and Commercial Buildings	GB-1	C-146	CEC, CPUC	Ongoing	TBD	TBD	Voluntary/Incentive

*All of the T-6 measures together add up to 3.5 MMTCO₂e

**Not counted toward the 2020 total of 174 MMTCO₂e